OZARKS TRANSPORTATION ORGANIZATION

BOARD OF DIRECTORS MEETING MINUTES

June 21, 2012

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in the Ozarks Transportation Organization Large Conference Room, in Springfield, Missouri.

The following members were present:

Ms. Becky Baltz, MoDOT Ms. Teri Hacker, Citizen-at-Large

Mr. Harold Bengsch, Greene County Mr. Bill Kirkman, City Utilities (a)

Mr. Steve Bodenhamer, City of Strafford (a) Mr. Jim Krischke, City of Republic (a)

Mr. Phil Broyles, City of Springfield (a) Mr. Tom Vicat, City of Strafford (a)

Mr. Steve Childers, City of Ozark (a) Mr. Jim Viebrock, Greene County

Mr. Jerry Compton, City of Springfield (Chair) Mr. Brian Weiler, Airport Board (a)

Mr. J. Howard Fisk, Citizen-at-Large

1. *Denotes alternate given voting privileges as a substitute for voting member not present*

The following members were not present:

Mr. Mokhtee Ahmad, FTA Mr. Aaron Kruse, City of Battlefield

Mr. Thomas Bieker, City of Springfield (a) Mr. Lou Lapaglia, Christian County

Mr. Shawn Billings, City of Battlefield (a) Mr. Bradley McMahon, FHWA

Mr. Brian Bingle, City of Nixa (a) Mr. Steve Meyer, City of Springfield (a)

Mr. Richard Bottorf, Airport Board Mr. Shane Nelson, City of Ozark

Mr. Brian Buckner, City of Republic Ms. Robin Robeson, City Utilities

Mr. Sam Clifton, City of Nixa Mr. John Rush, City of Springfield

Mr. John Elkins, Citizen-at-Large (a) Mr. Dan Salisbury, MoDOT (a)

Mr. Tom Finnie, Citizen-at-Large Mr. Mark Schenkelberg, FAA

Mr. Nick Heatherly, City of Willard (a) Mr. Tim Smith, Greene County (a)

Mr. Tom Keltner, City of Willard Mr. Bob Stephens, City of Springfield

Mr. Susan Krieger, City of Strafford

Others Present: Mr. Jered Taylor, Congressman Billy Long’s Office; Ms. Sara Edwards, Mr. Curtis Owens, Ms. Debbie Parks, Mr. Chris Stueve, Ozarks Transportation Organization; Mr. Dan Smith and Mr. Joel Keller, Greene County Highway Department; Ms. Krista Gawlouski, Senator Claire McCaskill’s Office; Mr. Dan Wadlington, Senator Roy Blunt’s Office; Mr. Ralph Rognstad, City of Springfield; Mr. Terry Whaley, Ozarks Greenways; Mr. Todd Wiesehan, Christian County; Mr. Frank Miller, MoDOT; Mr. Bob Rubino, Citizen.

Mr. Compton called the meeting to order at 12:02 p.m.

1. **Administration**
2. **Introductions**
3. **Approval of Board of Directors Meeting Agenda**

Mr. made the motion to approve the June 21, 2012 agenda. Mr. seconded and the motion was carried unanimously.

1. **Approval of the April 19, 2012 Meeting and May 10, 2012 E-Meeting Minutes**

Mr. Broyles made the motion to approve the April 19, 2012 meeting and May 10, 2012 e-meeting minutes. Mr. Weiler seconded and the motion was approved unanimously.

1. **Public Comment Period**

Mr. Rubino introduced himself as being from Nixa and running for 139th District State Representative. He stated the topic was Highway 14 between Nixa and Ozark. He wanted the Board of Directors to consider moving the project up on the schedule from the standpoint that the volume of traffic on the roadway was very high. The City of Nixa did a study of the 160/Highway 14 Interchange and it was running close to 44,000 cars daily through the intersection. The section of road also has no shoulders. The curves make the road very dangerous. He had not seen the recent count of traffic accidents, but since he serves on the Nixa Fire Protection Board he knows that there are a lot of accidents.

The other benefit is that that section of road can bring a lot of commercial properties. There are two great population centers near, Nixa and Ozark. There are great schools there. The only way to bring in the businesses is to have a good road.

1. **Executive Director’s Report**

Ms. Fields stated that Ms. Longpine was out on maternity leave until August 1. The Blue Ribbon Panel came to town at the Chamber on June 1. There was a lot of testimony about the means as well as some possible solutions to the transportation funding short fall in the state of Missouri. That went really well and there will be more hearings around the state.

Staff sent out the request for Transit applications for the human service vehicles and for the Job Access and Reverse Commute. All that will go into the Transportation Improvement Program. Typically solicitations for Enhancement applications are sent out around that time as well. This year the Enhancement funding has not been made available because there is not a four year transportation bill. MoDOT has elected not to release the funds until there is a bill through September 30, which is the end of the fiscal year. Since the current extension expires in June, hopefully there will be some enhancement funding with the next round of extensions.

The Regional Transit Study is finished. City Utilities had its FTA Triennial review this week and the review had no findings. FTA stated it was only the second time in the past 22 years that an agency in the FTA region had a review with no findings.

OTO, MoDOT, and the City of Springfield have been meeting to look at bluetooth technology. For OTO’s application, the technology would be used for origin destination studies, telling the OTO about the people coming into Springfield; if they are leaving or staying. This data would go into the Travel Model. The OTO would need some money to purchase the bluetooth technology. The typical Origin/Destination study runs around $150,000; this study could be done for about $30,000. There will be more information later.

Staff has been participating with the City of Springfield and MoDOT on the James River/Campbell Interchange Study and Access Management along Campbell. There will be some public kickoffs in July. The City is looking at preliminary designs and is going out for public input. The OTO also had the first meeting of the Regional Rideshare Committee. There was discussion at the prior Board of Directors meeting regarding federal highway’s ruling that the Rideshare program and Ozarkscommute.com were no longer eligible under planning funds but were eligible under another funding category. The Rideshare committee is continuing to examine if it is a program the region would like to keep.

Mr. Fisk inquired if the OTO would solely fund the bluetooth study or if MoDOT would share a portion of the cost. Ms. Fields stated that the details are still being worked out. The units cost $4,500 each and it will probably take 9 units. It is possible that the OTO could purchase them and put them into a larger account. It might be a possibility to lease them and then get a discount. The OTO might buy a couple, that way travel time runs could be conducted in the future. Mr. Fisk commented that this appears to be at the very front end of the process.

Ms. Baltz stated that this is a piece of a bigger project that the City of Springfield and MoDOT are working on together to look at the whole signal system. The plan is to continue to maximize the signal system in addition to the Origin and Destination Study.

1. **Legislative Reports**

Ms. Gawlouski stated that the Transportation Bill is still in conference. It has until the end of the month to come to a resolution or else there will have to be an extension. Mr. Waddlington stated there was a discussion about renewed enthusiasm for the Highway Bill. The Speaker and Majority Leader got involved in the negotiations. As of yesterday the parties were reinvigorated and had doubled the efforts to get the Highway Bill done.

The House is proposing a five year deal, a $260 billion bill. The Senate is proposing a more bipartisan 2 year, $109 billion deal. The House is insisting on the Pipeline being part of the equation. The Senate is rejecting that proposal. The House thinks it can fund the $260 billion even though the 18-cent federal gas tax only brings in $36 billion a year. The Senate version of $109 billion has some offset to fund it but it was done in a bipartisan fashion. The deadline is Wednesday for the bill; otherwise it will go to a 9th extension to keep highway funding in place.

Mr. Childers asked about the status of Safe Routes to School and the Enhancement programs. Ms. Fields stated that this is a part of the proposed bill, but instead of mandating a certain dollar amount for Safe Routes to School it will be up to the states to set aside an amount.

# New Business

1. Let’s Go Smart Presentation

Mr. Whaley presented the new Lets Go Smart Program. Ozark Greenways is in the 21st year in Springfield/Greene County. Ozarks Greenways partnered with a lot of the OTO communities that are outside the immediate Springfield area over the years, helping to build trails in the communities and writing letters of support for various grants. Willard, Ozark, and Bolivar have done well.

Ozarks Greenways is also known for trees and open space preservation. In 2006, Ozark Greenways started to look at other activities. A lot of people understood what the Greenways represented. One of the challenges became apparent during a strategic planning meeting. It was the problem that the Greenways had always wanted. The Greenways could not afford trails to every house like people wanted. There is not the real estate funding available. Even if there is money to build, develop and implement the trails, there is not the funding to maintain the trails. Ozarks Greenways started to realign a little and rethink about the future direction. There was discussion about the word “greenway”. Was it the “green” (preservation, open space) or the “way” (how one gets)? At that that point in time, Ozark Greenways was pretty much hardcore trees, urban forestry, bicycling, and greenways. Now it is apparent the goal was not realized if a person still has to get in the car, load a bicycle and drive to the greenway trail to access it. It was also determined that people use the fragmented, segmented system for transportation.

The challenge was if greenways could not be built everywhere, how could people get from their garage to the greenways. In 2008, an Ozarks Greenways Transportation Policy was developed which looked at several different options, not just the trees and trails. This was to become part of the bigger solution in the community, about how to move people back and forth in an efficient manner and promote options when it comes to transportation. The position promoted wise use of transportation, multimodal transportation, bus and carpooling, along with bicycling and walking.

That was in 2008. In the last 4 years it has accelerated and developed into a separate greenways committee, The Sustainable Transportation Advocacy Resource Team, otherwise known as the STAR Team. There is good membership from 12 to 15 members. It is made up from people from all walks of life and professions. Most of the individuals are not hard core bicyclist like one might imagine but those just trying to build a smarter community.

Ozarks Greenways contracted with a local marketing firm. This was done with some Enhancement funding in the category of education and encouragement. The marketing program revamps the old one of “Drive Less/Live More.” That is the call to action for Bike to Work Week. Mr. Whaley presented a slide show about the new marketing campaign.

Mr. Broyles stated that the City of Springfield doubled the bike lanes in the City. The City of Springfield has challenged Mr. Hutchison to triple the bike lanes by next year. Mr. Whaley stated that Mr. Hutchison is on the STAR Committee and is also a Board Member of the Ozarks Greenways. Ozark Greenways will be supporting the City of Springfield as much as possible. “Let’s Go Smart” is not a request for big expenditures, but rather a program trying to promote a community message options when driving or going somewhere. People do not need to get in the car all the time. This applies to air quality issues, health issues, and everything else.

1. Amendment Number One to the Long Range Transportation Plan

Ms. Fields stated that staff is proposing an amendment to the Long Range Transportation Plan because the City of Springfield applied for a cost share with MoDOT for improving capacity along Glenstone from Battlefield to James River Freeway. That project is about $13 million. When the whole plan was examined the whole project was not in there in its entirety. There were pieces here and there but it needed to specifically be in there so the TIP could be amended. There are several changes outlined in the report. A project was added that had been removed from another project, then Cost Share funds that were awarded from MoDOT for this project and the James River Freeway/Kansas Project were also added in. When those projects were added and the tables were examined, it was discovered that the tables did not add up correctly. It came out in the OTO’S favor, a $37 million error, so in the end the OTO will have a balance of $39 million left over in revenue versus projects that are in the plan, so that is good news. The next time there is a project that comes up for a cost share it will be able to be inserted without having to search for the money. The changes have been outlined page by page to show what improvements are being asked for and the plan can be amended so that the Transportation Improvement Program can also be amended.

Mr. Childers inquired if the projects would be added as they came along for the $39 million or if the $39 million would be added from the constrained project list. Ms. Fields stated that instead of going through the unconstrained list and adding some of those projects to the constrained list, it would be left for future needs that might arise.

Mr. Broyles made the motion to approve Amendment Number One to the Long Range Plan. Mr. Childers seconded ant the motion was approved unanimously.

1. Amendment Number Five to the FY 2012-2015 TIP

Ms. Fields stated that the TIP runs through September 30. The amendment is for the current TIP. There are four items proposed for the amendment. The first is for 5310 Human Service Vehicles. After all the applications were received and the funding awarded, MoDOT identified some additional funds that were available. This is one project above what is normally received so that is really good news.

Second, Nixa is asking to increase from $2.05 million to $2.6 million in funding for the Main Street/Aldersgate to Tracker project. Tthe City of Nixa was just funding the construction with STP-Urban, but now are asking to use some additional STP-Urban for engineering and right-of-way. The third item is a paving project on US 60 from Glenstone to 125. That was in the TIP for $1.2 million and MoDOT is asking to increase that project cost to $4.5 million. The final item is resurfacing for US 60 over on the Republic side from Illinois Avenue to 174, then adding in State HWY FF resurfacing form James River Freeway over to Weaver Road, as an alternate. If good bids come in, then both projects could be completed for the $1.4 million dollars.

Mr. Childers asked if the cost increase on the third item was due to a change in scope. Mr. Miller stated that it had been a place holder until the pavement management plan could be complete. The amendment reflects the actual project cost.

Mr. Fisk made the motion to approve TIP Amendment Number Five. Mr. Krischke seconded and the motion was carried unanimously.

1. Urbanized Area Presentation

Mr. Stueve stated that this was a review of the Springfield Urbanized Area. A few weeks ago the Census Bureau released the urbanized boundaries data for the 2010 Census. Mr. Stueve shoed a map of the urbanized area was in 2000 and what it is with the 2010 changes. The first page of a provided handout shows the urbanized area in 2000, with grey polygons for the city limits for the various cities in the OTO area. The red is the Springfield Urbanized area, with a population of 215,000. Republic in 2000 was instead considered an urban cluster. An urban cluster is a community not in the urban area that is over 2,500.

The next page of the handout is the brand new urbanized area based on the 2010 census data. The Springfield Urban area has expanded to now include the Cities of Strafford and Republic. There has been build up between those two communities. Rogersville is now an Urban Cluster, as it has over 2,500 people. Willard is now over 2,500 and is also an Urban Cluster. The third map shows and overlays the 2000 urbanized area with the 2010 so the changes can be seen. There are 38.1 square miles that are considered urbanized now that were not in 2000. There are 6.4 square miles of area that were considered urban in 2000 that are not now. There are some fringe areas. Every 10 years the census tweaks the criteria on how the areas are delineated. They are referred to as skips, hops, and jumps. If this area is urbanized and there is an area two miles down the road that is urbanized it may or may not be considered urbanized depending on the criteria. There is a table on page three that compares population.

Mr. Stueve stated that there were 6.4 square miles were considered urban in 2000 but were not considered urban now, the area out by Northwest Nixa, due to rule changes.

Now that Republic and Strafford are in the Springfield Urban Area there are more STP-Urban funds for projects in the urban area boundaries. Republic is no longer eligible for STP-Small Urban Funds. Willard is now eligible for STP-Small Urban Funds. Mr. asked about the size for classification of small urban. Mr. Miller stated 5,000.

Mr. Childers stated that he did not realize that there were small, medium and large urban. Ms. Fields stated that back before 2011 the OTO did not allocate STP-Urban funds to those communities outside the urbanized area. Republic was the only community that got something called small urban. It was to the tune of $33,000 a year, whereas when Republic is put into the formula they get around $75,000. It is small. The good news is that it should be based on population. The OTO’s whole amount should go up due to the population being 215,000 and now has grown to 273,000, because it includes Republic, Strafford, plus the other growth. Willard is now going to get around $20,000. That is taken into account and is basically added to the large STP-Urban and doled back out. It is good all around. Mr. Childers stated it was good news and great for the communities.

Mr. Miller stated that Battlefield was a small urban earlier, it is not it is part of the Springfield large urban. Willard is the only small urban eligible in the district. Republic is going into the large urban.

1. Draft FY 2013-2017 Statewide Transportation Improvement Program (STIP)

Mr. Miller stated that the Draft Statewide Transportation Improvement Program has been distributed. This is the statewide version of the TIP. The same projects have been submitted to the TIP as well. Both documents have to have the project listed in order to use federal funds. One of the major changes to the STIP is MoDOT’s goal to keep 85% of the major routes in good pavement condition. That has also been ingrained in the OTO Long Range Plan as a goal for this area. MoDOT has implemented a cyclical paving program for the major routes. The TIP amendment that was approved had two paving projects that was a part of that.

MoDOT is trying to get some routes caught up into the 5 to 7 year cycle of paving. What is seen in the STIP and later on in the TIP is a log of paving projects coming into the area. Most of these paving projects are for resurfacing. To pay for this, MoDOT is delaying a few bridge projects for a few years because bridges do not deteriorate as fast as pavement does. The most significant one is the Lake Springfield Bridge on Route 65, the north bound bridge was supposed to be worked on. Work was originally set for 2014, now it will be 2016. The work on the Finley River Bridge on 65 down by Ozark and the Farmers Branch Bridge are going to continue this fiscal year. There is a more urgent need on those bridges.

In terms of other projects, there really has not been any since last year. Some of the high profile projects, such as the improvements to Route CC, between Fremont Hills and Ozark are in the STIP and the TIP. The intersections at Cheyenne/CC and Cheyenne/14 are in the STIP and the TIP. Some of the projects for Springfield that are coming up are not in the STIP for various reasons. Cost shares, which includes the South Glenstone Project, will simply have to wait until until the signed agreement between the City of Springfield and MoDOT is finalized before putting it into the STIP and TIP. A couple of projects that are important to remember that have funding identified are the Chestnut Expressway Railway Overpass on the east side of town and the Battlefield and 65 Interchange improvements. Both of those projects have MoDOT cost share funds approved but the City of Springfield’s funding is contingent on the passing of the 1/8-cent transportation sales tax. The funds have not been programmed yet because the tax needs to be passed before moving forward. Another project that is not in the printed version, but is actually in the STIP and now the TIP is the Kansas Expressway/James River Freeway Interchange and the diverging diamond. There was a quick STIP amendment, so it will be in the final version of the STIP. That is utilizing cost savings from the 1/8-cent program and leveraging that with the cost sharing funds. It will be under construction quickly.

Ms. Baltz stated that a lot of the projects that Mr. Miller talked about, the bigger projects, are cost share projects. The rest of the funding is basically for resurfacing type projects and taking care of the system. The decline of funding has changed the focus, but there are great partnerships in the community. There is still opportunity to do some of the additional capacity improvement projects that would normally not get done.

Ms. Fields inquired about the OTO bridge funding on the Lake Springfield Bridge that was shown in the STIP in 2016, if it is protected from rescission. Mr. Miller stated it was protected. Mr. Compton stated this definitely highlights the importance of the 1/8-cent sales tax.

Mr. Broyles stated it is especially important because of the cost share program. Anytime the OTO can make use of those funds, those are items that are local that could have easily gone to another part of a state.

Mr. Broyles made the motion to endorse the Draft FY 2013-2017 Statewide Transportation Improvement Program. Ms. Hacker seconded and the motion carried unanimously.

1. Financial Statements for Third Quarter 2011-2012 Budget Year

Mr. Krischke stated that the first page gives a brief narrative of where the OTO stands. The second page is the Profit and Loss Statement. The OTO had income in the amount of $118,097. On the Expenditure side there was $163,265. Obviously that equates to a loss on the net income side of $45,167. The cash balances are good; this represents the delay in the billings that are received back from MoDOT.

One of the larger items in the Profit and Loss Statement is the new facility versus the old facility. The rent difference is really different, but there is more facility and something that is better for the OTO. The Fixed Route Transit Analysis had an expense of $27,728, while the whole contract amount is for $140,000. That payment represents $84,000 that has been paid to date which is about 60% of the project total. The other expenses are all normal monthly expenditures. At the very end of the report there is the Unified Work Program Progress Report. It shows that the general administration is 70% complete and that the committee task is 80% complete. That is for work accomplished not the expenses. This gives an idea of where the OTO is in regards to its work tasks.

Ms. Parks stated she would like to submit an error that was discovered on the Operating Balance Report. On the Operating Balance Report it states December 2011 which will be changed on the official copy to state March 30, 2012.

Mr.Fisk made a motion to accept the third quarter financial reports. Mr. Viebrock seconded and the motion carried unanimously.

1. Missouri MPO Planning Funds Distribution

Ms. Fields stated that the OTO is funded through the federal gas tax which is 18.4 cents per gallon. That money goes into a variety of funding pots. Funding for Metropolitan Planning Organizations comes from 1.25 percent of Surface Transportation funding and 1.25 percent of NHS funding. The new census designated new MPO’s and populations for MPO’s. MoDOT is required to approve a new distribution to decide how the funds will be distributed among the different MPOs in the state of Missouri. The law states that MoDOT can take some off the top and distribute to the MPOs. Staff inquired if MoDOT does that and found that yes, all of the funds go to the MPOS. Back in 2003 the funding distribution was determined. It has a base level effort of 50,000. There is a new MPO in the state, Cape Girardo, so it will get $50,000. Funds of $50,000 are also given for being a TMA, which is OTO, Kansas City and St. Louis 50,000. If an MPO goes into non-attainment for air quality then there is $100,000 based on population.

The OTO’s population has increased quite a bit. MoDOT is proposing that the OTO’s new funding level will be 512,000 from 450,000. The OTO is in support on continuing this methodology; however the one objection is that the 2000 census population figures have been used since 2002. For a period of ten years the areas grow, so it behooves the area to use the census estimates. The OTO uses census estimates to bill the jurisdictions dues since the OTO is growing so fast. The most recent census estimate is used which is usually two years behind for the funding decisions. This request has been communicated to MoDOT, but staff is looking for the Board to endorse it if in agreement and that an official letter be sent stating that the OTO agrees with the distribution except for this one thing.

Mr. Fisk asked Ms. Baltz about the feasibility of that. Ms. Baltz stated it was probably pretty low.

Mr. Fisk made the motion to. Mr. Broyles seconded and the motion was carried unanimously.

Mr. Whaley inquired why more money is given to an area that hits non-attainment. Ms. Fields stated that while it is stated the area receives more money, it is still distributed among the MPOs. Mr. Miller stated that there is an emissions budget, to ensure the projects will met the financial and air quality budgets. There is a lot more work involved for an area that reaches non-attainment. Mr. Broyles stated it is not worth the extra funds if an area hits non-attainment because there is a lot of regulation and cost involved.

1. Regional Transit Analysis

Ms. Fields stated that the Regional Transit Analysis has been completed. There were three objectives in the RFP. One was to analyze the current CU Transit System and look at improvements that could be made at no cost. The second was to look at improvements if the region had more money, and the third aspect was to look at regional transit to see how much it would cost and where it would go. There are three reports on the website. The OTO also recorded the consultant’s presentation when they visited here in May.

The consultants did a five level analysis of the CU system. Starting with on time reliability isn’t good enough to do any service expansion. Step one is to improve the on-time reliability. Ms. Fields presented a table that shows in order to improve the reliability with no additional service the cost goes up by about $1 million, plus another $1 million in capital costs. That is the first step suggested. Then, level two has more frequency added in, and then in level three new route options are added. In level four, there is a limited stop service route along National. Level five includes is fifteen minute frequency and ½ mile spacing which would be an ultimate bus system. A lot of individuals in the community state they would like the grid system or fifteen minute services so now the cost of those requests is known. It would be $19 million a year where as $7 million is currently being spent now. It is a significant investment. There are specific steps and these are outlined in the study.

Of particular interest to the Board is the Regional Transit Service. The consultants looked at all the communities outlined in the study, which are all the OTO communities and some other Greene County communities. The consultants came up with a concept where there is a limited stop route along National. All of the routes from various communities are going to come into Cox South or into the transfer facility downtown. The bus would then go up and down National taking everybody to the most frequented stops of major employers like Cox, St. Johns, MSU and it would run up to OTC, to the government plaza facility and go back out.

When they looked at the individual communities, there was a matrix and Nixa was scored as number one, the most likely to use transit, followed by Ozark then Republic. Battlefield fairly well because it is close to Republic so it was looped into a Battlefield/Republic route then a Nixa/Ozark Route. The annual cost was estimated as well as how much revenue should come in from the riders. Nixa/Ozark would fare the best, it would have the most ridership, so the annual cost that would have to be subsidized would be about $60,000 a year, for the route that ran to Cox. What is not included is that cost for the limited stop National Route would be on top of that. CU might do a limited stop route anyway.

Staff feels that the OTO was given what was requested in the study: answers were given on the costs and recommendations were made on where the routes should go.

Mr. Compton reminded everyone of the concern earlier of individuals requesting independent studies. The Executive Committee had recommended a policy that the Board of Directors adopted in terms that it be funded through an official source or come through an official sources so there will not be a lot of extraneous requests, because it costs money to do that. There is now a policy in place, it is not to eliminate outside requests, but to try to be more fiscally responsible with the budget and manpower available.

Mr. Childers made the motion to accept the regional transit analysis as work complete.

1. **Other Business**
2. **Board of Directors Member Announcements**

Mr. Broyles state that the 1/8 cent vote will be on August 7. The Springfield Chamber will be starting the campaign for the City of Springfield. Mr. Compton stated that it is very important to this area and is one of the things tax payers can see a tangible result from. It has been supported will in the community.

Mr. Steve Bodenhamer was introduced as the City of Strafford’s new City Administrator.

1. **Transportation Issues For Board of Directors Member Review**

None

1. Articles for Board of Directors Member Information

No Discussion

1. Supplemental Materials

No Discussion

1. **Adjournment**The meeting was adjourned at 1:10 p.m.